

TOP SECRET  
CLASSIFICATION  
DATE: 11 Aug 87

DISPATCH NO. 25X1A

VIA AIR  
(Specify Air or Sea Pouch)

**TOP SECRET**  
CLASSIFICATION

17 OCT 1957

TO HEADQUARTERS

25X1A

DATE

FROM Chief of Station, [REDACTED]

SUBJECT { GENERAL Operations  
SPECIFIC [REDACTED], Mission 2037

NAVY BAKKENT SEA

25X1A 25X1A

25X1A 1. Mission 2037, [REDACTED] was flown 11 October 1957. Take off, 0425Z, landing time 1418Z, duration 9 hrs. 53 minutes. Special equipment used: [REDACTED] 351 with "slipper tanks," [REDACTED] 6 (with HRB 50-100 MC preamp mod), [REDACTED] 8 (normal), [REDACTED] (normal), and [REDACTED]

25X1A 25X1A

2. CONCLUSIONS: This is considered to be a highly successful mission.

25X1A [REDACTED] malfunctioned after 4 hours operation due to excessive heat in the equipment bay. [REDACTED] personnel are confident that this problem can be overcome on future operations by use of heat sinks.

3. RECOMMENDATIONS: That in mission planning a wind factor be applied to the flight plan to allow for a safety factor or reserve fuel at destination.

25X1A [REDACTED] failed after 50 minutes operation. It is recommended that the HRB preamp be rebuilt for reliability.

4. ADEQUACY OF SUPPORT: Air Rescue. European Air Rescue units are stationed in Tripoli and inadequate warning received to effect coverage on this mission. The position of the U. S. Fleet was not received.

25X1A Pipeline support proved to be adequate, however, [REDACTED] arrival from the ZI was so late that had any problems existed in the assembly or test the mission would have been delayed.

Base facilities adequate.

No target intelligence received other than the mission route and monitoring area.

Normal security procedures were in effect.

Coordination procedures with the Air Defense Command, previously

**TOP SECRET**  
CLASSIFICATION

TS # 162512

Copy 4 of 4  
Page 1862

- 2 -

117 OCT 1957

established, worked very effectively.

25X1A

Coordination with [REDACTED] satisfactory.

25X1A

Range data on [REDACTED] with the "slipper tank" configuration was not received by this unit prior to the mission. Suggest on future operations involving new configurations that performance data be forwarded to the using unit expeditiously.

25X1A

25X1A

5. COMMENTS: [REDACTED] maintenance in assembling and preparing [REDACTED] 351 for this mission was outstanding.

Communications normal.

Photography and photo equipment operational normal.

WEATHER: This mission was launched during the hours of darkness under extremely hazardous conditions, ceiling 200 feet, obscured, visibility 220 yards. Due to the risk involved such operations should be considered only for missions of very high priority.

25X1A

Winds and temperature in the target area unknown but were such that with the possibility of steering error that land fall on the return route was made 54 miles south of the flight planned course. An accurate outside air temperature gage would have permitted the [REDACTED] to control his TAS and effect greater accuracy in navigation over this extended period without visual or radio navigation aids.

Top contrail layer in the target area was not forecast. This info is important in estimating altitude of intercepting aircraft.

25X6

Weather was essentially as forecast except moderate clear air turbulence over the [REDACTED] coast which was not forecast.

Navigation was generally good except as noted under weather above. The MA-1 compass was used in the "slaved" position throughout the entire mission. MA-1 compass readings were crosschecked by frequent sextant true heading shots. Operation of the MA-1 was very satisfactory even at high latitudes.

25X1A



DISTR:

0,1,2 -- Fwd  
3 -- File

TS # 162512